

«МИДЕЛГОУЗ» НҲБД

# "WIRELESS" HERO STICKS TO POST AND SAVES CREW

## Kentucky Goes Down, but All on Board Are Saved.

## HELP IS BROUGHT BY "S. O. S." CALLS

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### Operator Stays by Key Till Water Drowns His Dynamo, but Sig-

### Rush to Rescue—Forty-six Lives Snatched From Ruin

Savannah, Ga., February 4.—Save from the decks of their sinking vessel, the captain and crew of the steamship Kentucky, owned by the Eastern Steamship Company, and on her way from New York around the Horn to Seattle, on board the Mallory lines Alamo to-night are speeding to Ke West. Forty-six men, all told, were transferred from their ship to small boats and again in turn to the deck

More than a hundred miles off the South Carolina coast, the Kentucky her seams opened and the sea pouring into her, awals one of two fates. Either she will plunge to the bottom of the sea from the weight of water that grows heavier as the minutes pass, or she will be destroyed by the revenue cutter Yamacraw that is rushing towards her, bent on sinking the steamer and ridding the seas of a dangerous menace.

Standing on the deck of the Alamo Captain Moore, of the Kentucky, looked back at his laboring vessel and made this prediction:

"She will go to the bottom before midnight."

The foundering vessel, when the Alamo reached her at 3:50 o'clock the afternoon, was in latitude 32.46 and longitude 76.42, according to a wireless message received from the rescuing steamer as she came alongside the Kentucky. Then, bit by bit, out of the air came the electric flashes to the station of the United Wireless Company at Savannah, telling of the rescue in small boats of Captain Moore and his men.

**"S. O. S." Call Sent Out.**

First word of the plight of the Kentucky was received here at 8 o'clock this morning. The sharp call "S. O. S." was received, and immediately the local operator began repeating the call. The bombardment of the call reached the liner Alamo, bound from New York to Galveston.

The Alamo put on full speed, pointing her nose in the direction given by the Kentucky, and as she drew within range of the latter's supposed position began to send thick, black smoke from her funnels to give heart to the

In the wireless room of the Kentucky sat Operator W. G. McGinnis hammering away on the call for aid and receiving the assurance that help

was coming as fast as the engines of a liner and two revenue cutters could drive them. It is evidence of his heroism that Captain Moore, when on the Alamo, publicly thanked the operators of the work and the rescued crew.

**Operator a Hero.**  
He sat at his instrument until water rushing in drowned out the dynamo that enabled him to send out his sig-

nals. Then the wireless was choked and the Kentucky's crew could but wait until the vessel was found. Just as the electricity failed the first sign of smoke from the Aiama's fire was seen.

The work of transferring the crew was attended with little danger. Wireless reports here are to the effect that no one was injured, the boats of the Alamo and the Kentucky being used to

The Alamo did not stand by until the sea had claimed the Kentucky, but proceeded towards her own destination. It was evident that the Kentucky could not stay above water long. Captain Mallory had

tain McIntosh, of the slaver, had learned that the revenue cutter Yamacraw, which was intercepted at sea while in search of a derelict, was rushing towards the Kentucky, and left the government vessel the task of seeing the end of the sinking steamer.

The Kentucky sailed from New York January 23, having been sold to the Eastern Steamship Company and ordered to Seattle. She was originally the Lincoln and was in service on the Florida coast. Sailing from New York, she touched at Newport News, leaving

Almost immediately she found herself sold in rough seas, which buffeted her sides and opened her seams. Heavy weather was encountered off Cape Hatteras and grave fears were felt lest the steamer might add her bones to the hundreds already in the graveyard.

The Kentucky was built in Bath

the, thirteen years ago. She was 200 feet over all. Strangely enough, she was equipped with wireless not more than two weeks ago, and was on her first voyage after being equipped with the apparatus served to save the lives of all on board. There went down with her, also, \$1500 worth of new

The revenue cutter Seminole reports to-night that she is returning to Wilmington, N. C.

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